

Intimations.

Powell's

ALEXANDRA
BUILDINGS.

NOW SHOWING.

A large shipment of
the latestSPRING GOODS
COMPRISING:—

LACE

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MILLINER

FLOWERS

AND

FOLIAGE

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LARGE

WINDOW

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Alexandra

Buildings.

Hongkong, 30th March, 1910.

MANILA DEPORTATION CASE.

CHIEF OF POLICE IN THE PHILIPPINES.

The habeas corpus proceedings on behalf of the six Chinese who were illegally deported last August by the police of Manila and who have since been held by the customs authorities, came up for hearing before Judge Crossfield yesterday morning, reports the Manila Cable.

The petitioners were represented by Attorney O'Brien and De Witt, with Harford Beaumont of counsel. Sydney Lasier and W. A. Kitchin appeared on behalf of the defendants.

The first witness was J. W. Ferrer, who had prepared memoranda of the documents on file in the customs house regarding these Chinese. Mr. Ferrer explained the contents of the documents and also gave explanations in answer to questions by counsel, as to the modes of procedure in the landing of alien, Chinese or otherwise, in the Philippine islands. The rules under which Chinese were permitted to leave here to visit China and return were discussed. Mr. Ferrer stated that the special board of inquiry of the immigration division had no set rules, but that their decisions and deliberations were governed by the facts and conditions and testimony in each separate case. He also stated that the members of this board were appointed by the collector of customs.

Chief of Police J. E. Harding next gave his testimony and in answer to questions by Mr. O'Brien, stated that he had not brought the documents which he was directed to bring by the subpoena as they were confidential documents of the police department. The attorneys for the government objected to the documents being brought in and the objection was sustained by the judge. Chief Harding was next asked by Mr. O'Brien whether he had given the order to arrest the Chinese and he admitted having done so. Asked by what authority he answered, over the objections of the government attorneys, that it was by order of the executive department of Philippine islands. He admitted having caused the twelve Chinese to be placed on the Yuenang.

The six Chinese who came in on the Zafro were here paraded before Chief Harding who was asked if he could identify any of them as being of the twelve above mentioned. He said that the one he recognized was Agapito Uyongco, whose face he recognized from the pictures appearing of him in the local papers. Mr. O'Brien asked the Chief if he personally made the arrests and the latter answered that agents of the police department had arrested them by his orders. Mr. O'Brien asked Chief Harding if any papers had been taken from the arrested Chinese. The Chief answered yes and that the papers so taken from the Chinese had been turned over to the executive department of the government; and that they were registered. He further testified that the twelve Chinese were held in the police for about three quarters of an hour and that they were not told that they were to be deported or what the charge was against them.

C. R. Trowbridge, chief of the secret service bureau, was the next witness. Asked if he knew any of the six Chinese standing before him, Chief Trowbridge stated that he recognized Sy Chang by a photograph he had of that man in the office. He said that no photographs of the twelve men were taken on the night they were arrested and deported. The names of the men were read to him by Attorney O'Brien. Some of them Chief Trowbridge recognized, others he did not; he remembered some of them from a list furnished him at the time by the Chief of Police. In answer to questions by Mr. O'Brien, Chief Trowbridge gave the names of Detectives Walker, Brown and Harpence as being among the number of the officers who made the arrests. Witness acknowledged that he saw the prisoners brought in and that they had their certificates of registration with them also; that there were no warrants for their arrest and that he had acted under orders from the chief of police and had given verbal orders to his own men in the secret service bureau, to carry out his instructions. He detailed the men who from bureau to take the prisoners down and put them on the Yuenang, by order of the chief of police. He said that his men had not reported to him after they had completed their work and that he only now remembered one man, Walker by name, as being of the party of detectives from his bureau whom he detailed that night.

F. W. Holland, of the Cableway American, testified to seeing the Chinese taken on board the launch Bobol for transportation to the Yuenang by the secret service, men on that night.

The six Chinese who returned were then sworn and all testified, after giving their names, ages and residences, to their long residence in these islands, notably Agapito who has been here thirty-five years and has grown children. They all gave the same testimony; that they were suddenly arrested by the officers; made to give up their registration warrants, not told anything about the matter, and bundled on board the Yuenang; that they were then taken to Amoy and as soon as they could, made their way to Hongkong, and then here; that the money necessary for their trip back was supplied by relatives and friends in Manila otherwise they could never have come back.

The last witness was Mr. E. W. Reynolds, law clerk in the executive bureau, who stated in answer to questions by Mr. O'Brien, that the executive bureau here now was not in charge of any one person. Mr. Carpenter, the executive secretary, being on his way to the States and Mr. Ylarie, the second executive secretary, being at the present post of the government at Baguio. Asked by Mr. O'Brien, if he knew where the documents taken from the deported Chinese and the other records, in these cases were at present, the witness created a mild sensation by declaring that they were in the hands of Governor General Forbes, but whether he had taken them with him to the

summer capital or had left them in his office at the Ayuntamiento, witness could not state.

THE JURY.

Mr. De Witt made a strong plea to the court that the writ be granted. He stated that he was not afraid to assert that the authorities who ordered and executed this illegal deportation were guilty of a grave crime under the Penal Code and subject to punishment. These men were not subject to the immigration laws as they were forced to leave the country against their will and that their case was parallel with one in which six men would be driven out to sea in a boat during a storm, in which event those men would not be subject to the rules of the immigration bureau of the customs service; that the action of the officers of the law in thus illegally arresting and deporting these Chinese cannot possibly be qualified by any lawyer as a proper procedure, that the Chinese of the Philippine islands are as much entitled as any other aliens to the protection of the provisions of the 9th American treaty, which is part of the organic law of those islands, and which provides that no person, whether alien or not, shall have his life, liberty or property threatened without a proper hearing under due process of law, which hearing was certainly not given these Chinese, and cited a long list of decisions to bear him out.

Mr. De Witt airily rejected the arrogant assumption of physical power by the executive authority in this case, and said that the Chinese must be looked upon as never having legally left the islands, which was the exact point in the case and that therefore the deportees were not subject to the immigration rules governing new arrivals or even of returning Chinese who voluntarily come and go. He said in conclusion that the six Chinese now being held by the customs authorities are so detained wrongfully and prayed the court to right the great wrong that had been done them and restore them to their homes and families.

THE DECISION.

In rendering his decision Judge Crossfield held that according to the testimony brought forth at the hearing, the status of the six Chinese was not quite clear. According to the return of the collector of customs, somebody, who it is not known, is holding these people on the Zafro, on the plea that the detention shed, usually used for this purpose was too crowded. They are being held, it is alleged, for the special board of inquiry of the immigration division to investigate and determine whether or not they have the right to land, which in the opinion of the court, that board has the legal right to do, having jurisdiction over such cases.

The court did not agree with counsel altogether and said that even if the Chinese had never physically left this city, the special board of inquiry could at any time order one of them up before it and investigate his right to live here. The court therefore ordered further proceedings of the writ to be suspended until the special board of inquiry has passed on the cases and on the right of the deported Chinese to land. In the interim they are to be in the custody of the Sheriff. The court expressed the opinion that the case should be decided on the question, as a theory of law, if these men were ever legally absent from the islands; and further said that if the board of inquiry of the customs service did not act with reasonable rapidity, the court would again take the matter up. The court refused to permit the prisoners to give bond, and they will be kept at Billbid detention ward pending the decision of the special inquiry board.

MEETING OF THE BOARD.

The special board of inquiry appointed by the insular collector of customs to decide the right of the six Chinese to land, met at the offices of the immigration division at the Manila custom house yesterday afternoon. W. T. Wilder, acting chief of the immigration division, was the chairman and W. C. Brady, immigration division and Jesus Obleta, law clerk of the custom house, were the other members of the board.

After hearing the testimony in the case of one of the six men, the board retired for a consultation upstairs and returning announced that it had been decided to allow but one of the three counsel for the men to be present during the remainder of the examination. A somewhat heated argument ensued when this announcement, but the board remained stubborn in its determination and as the examination proceeded they studiously avoided going into the question of how the men happened to be without any papers, confining the examination to the six men's status as merchants and refusing to allow their counsel to ask any questions bearing on the subject of the papers, which the Chinese stated in court in the morning, had been taken away from them by the secret service officials previous to their being taken on board the Yuenang in the evening of August 16.

At a late hour in the afternoon, the board adjourned, to meet again this morning when the examination will be continued.

The six Chinese are now confined at Billbid prison, the collector of customs having refused to allow the sheriff to detain them at the customs detention station and the police being unwilling to grant the wish of the Luneta police station for the purpose of temporary detention.

Baguio, Benguet, March 30, 1910.
Imperial Chinese Consul General, Manila.

Your telegram has been received. Have directed that the deported Chinese be sent away again.

FORBES.

The Chinese consul general has received the foregoing telegram from the Governor General at Baguio bearing on the matter of the six deported Chinese now seeking readmission to the Philippines.

A representative of Cableway American interviewed the consul general somewhat as follows:

"Would you mind stating the contents of your own message to the Governor General, Mr. Consul?"

"That I am unable to do so, it would be divulging diplomatic secrets."

May we quote you as stating that you recommended the re-deportation of these Chinese?"

"I did recommend their removal from the Philippines," the consul replied, with emphasis. The consul general went on to explain that in view of the fact that the original deportation of the men, who were not very desirable citizens, had been requested by his predecessor, acting under instructions from the Peking government, he felt it to be his duty, and he was sure that he was quite within his rights, to now repeat that request thus sustaining the action of his predecessor in office and carrying out the wishes of the imperial government. He then volunteered the information, that he would make request upon the executive branch of the Philippine government for the deportation of any Chinese who, in his belief, were "bad people," this in the interest of peace and harmony within the Chinese community of Manila and to maintain the prestige of the Chinese nation abroad.

Chief of Police J. E. Harding was asked last night by a Cableway representative if he had received the orders mentioned in the telegram to the Chinese Consul from Governor General W. Cameron Forbes regarding the re-deportation of the six returned Chinese. Chief Harding stated that he had received no such orders and knew nothing whatever about them, that he had heard nothing nor had he seen anything of such a telegram. Asked what would be his course if he did receive orders to re-deport the unfortunate six, Chief Harding said that "he never crossed bridges before he came to them."

The cases of the six Chinese who were illegally deported last August together with six others of their countrymen, and who have returned and are now being held by order of the court, in the custody of the sheriff at the Billbid detention ward, came up again for hearing, yesterday morning at 9.30 o'clock before the special board of inquiry of the immigration division of the Bureau of Customs. Five of the six Chinese now here examined and their records minutely investigated. Many witnesses were called and most of them testified that the five men examined were reputable Chinese men and entitled to remain here. The board adjourned for lunch and at the afternoon session resumed its investigations. When adjournment was had at 5 p.m. yesterday, the board gave as its decision that, as the result of its investigations, Chua Tia and Gan Yee were entitled to land here as merchants and Sy Chang, as a labourer. In the cases of Dy Teco and Agapito Uyongco the board was divided, the members standing 2 for permitting these men to remain and one against. The sixth deportee's case will be reached to-day. In the first three cases mentioned the members were unanimous in their decision. It has been learned, however, that the decision board will have to go to the insular collector, Col. Henry D. McCoy, for final confirmation, and until he sanctions the board's action, the attorneys for the Chinese who have been recommended as being eligible to remain here cannot ask the court for their immediate release. It is confidently expected, however, that Colonel McCoy will confirm the board's action. The power for that purpose and its members have conscientiously proved and have examined into the records and have found that the men should remain. The procedure in these cases has been the same as in every other case of Chinese seeking to land.

SECWAR WASHINGTON.

Six Chinese officially kidnapped August decide return customs special board inquiry, decide right remain Forbes secretly orders police kidnap deport again feeling disregard law high American prestige stake please act.

O'BRIEN AND DEWITT.

Attorneys.

The foregoing is a copy of a cablegram sent to Secretary Dickinson last night.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 11th August, 1907.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

expedited

Hongkong, 4th September, 1909.

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOL'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It is what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Indigestion, Blood Impurities and Wasting Complaints, it can be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumptions, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

FRENCH STORE.

NOTICE.

We beg to inform our numerous

customers and the public in general

that we have been appointed Agent

for the "CREME SIMON" and

all Simon's Products for Toilet

Requisites, Perfumery, Powder,

Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

PABST EXTRACT.

THE best TONIC for keeping in perfect

health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of

120 bottles. In view of the arrival of the

American fleet in a few days, please order

early, as our stock is limited.

SIEMSEN & CO., Agents.

Hongkong, 13th December, 1909.

Mohideen & Co.

FINEST ASSORTED

COLLECTION

OF

CEYLON

JEWELLERY

AND

GEMS

of all kinds in stock.

Gold Guaranteed.

2B, D'AGUILAR STREET,

HONGKONG.

Hongkong, 14th March, 1910.

Intimations.

THE HONGKONG FOOTBALL CLUB.

ANNUAL FOOTBALL DINNER.

MEMBERS are reminded that the ANNUAL FOOTBALL DINNER will take place at the Hongkong Hotel, on SATURDAY next, the 9th inst., at 8 P.M. Members should notify the Hon. Secretary in writing, c/o the Canadian Pacific Railway Co., by Thursday evening, the 7th inst.; if they intend to be present, also enclosing the names of any guests they may have invited.

A. G. RAVENHILL, Hon. Secretary, Hongkong Football Club.

Hongkong, 4th April, 1910.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 16th April, 1910, at 12.30 P.M., at the Offices of the Jockey Club, 6th Floor, of the Hongkong Club Annex, Chater Road.

By Order, T. F. HODGES, Clerk of the Course.

Hongkong, 2nd April, 1910.

LEGAL.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that from and after TUESDAY, the 28th March, 1910, the Offices of the undersigned Solicitors and Notaries, will be REMOVED to the First Floor of PRINCE'S BUILDINGS, Ice House Street, (opposite the King Edward Hotel).

JOHNSON, STOKES & MASTER, Hongkong, 22nd March, 1910.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

NEW HONGKONG BRANCH IN (CAPITAL PAID UP £1,350,000) OFFICE OF THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD. Loans on Mortgage of House Property, &c. Goods pledged on Storage, &c. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.) THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c. Undertakes and Executes SHEWAN, TOMES & CO., General Managers. Hongkong, 10th March, 1910.

A TOO STABLE. LEIGHTON HILL ROAD. (next to No. 1, Police Station).

ESTABLISHED A SHORING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIER by arrangement. Sholing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions. PRICES: At the Stables or anywhere in Hongkong, \$1 per animal. At Kowloon, \$3 per animal. A TOO STABLE, Leighton Hill Road. Hongkong, 23rd March, 1910.

THE DRAGON CYCLE DEPOT.

WILL REMOVE FROM Nos. 33 & 35 TO N° 63 DES VŒUX RD. CENTRAL, NEXT DOOR TO COSMO.

POLITAN HOTEL, NEAR VICTORIA CINEMA. On or before the 15th MARCH.

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.

LIMITED.

HONGKONG and KOWLOON.

Hongkong, 21st March, 1910.

buys shares at the lowest price he can arrange, sells immediately, or takes the risks of holding for a time and sells them at a profit; or otherwise sell short, and covers them when the price falls. The jobber cannot claim commission, but as it happens, in some cases he takes commissions from both sides, whenever possible. Some of the evils that exist in the business can be corrected if there is co-operation among the leading and reputable firms of brokers in the Far East. There are the "outsiders," of course, to be reckoned with; but when the reputable firms have public confidence to back them, "outsiders" or "insiders" cannot afford to hold out for any length of time. The public generally buy or sell on the advice of the broker, and usually when deals result in loss or prove unsound, such results are ascribed to adventitious causes by the broker. But, unfortunately, when the market is regulated more or less by the brokers throughout the Far East, when stock values are fixed arbitrarily, in a sense, in the morning, the brokers' responsibility to the public is vastly increased. All they need do is give certain guarantees to the public which will also serve as a safeguard to their business integrity. The result will be an increase of legitimate business, which will more than compensate for the loss sustained by the decline in speculation. The public, on the other hand, does not possess sufficient information to have any kind of check on the want of business integrity in the broker. In England, for instance, the London Stock Exchange publishes a list of "business done" every day which is reproduced by wire in all the papers in the country; and if a broker or firm buys or sells at figures markedly above or below the figures published the principal has always the remedial measure of transferring his business to another broker or firm. Out here, stocks in the same company are quoted at widely divergent prices in Shanghai, Hongkong, and Singapore, on the same date. If X has to sell 100 shares and in Shanghai he gets only \$10,000 on that date, while in Hongkong \$12,000 can be had; or if X has to buy 100 shares and in Shanghai has to pay \$12,000 instead of \$10,000 in Hongkong on the same date; there is a distinct grievance, which ought to be remedied. We are sure that the great majority of brokers in the Far East will only be too glad to give guarantees for straight dealing and one of such will be the removal of the ignorance of the movement in prices in the different places. Considering the vast amount of business done it should be no great expense to establish regularly constituted exchanges, with every day's telegraphed quotations from each place on view at the others. We do not mean to assert that the prices at different places should be level; for other considerations enter into the regulation of prices, as the demand for specific shares and the state of the money market. But the needless disparity in prices will disappear and business will be on a saner level. The Shanghai Stock Exchange issues a list of the "business done" every day; but it is evident that the actual business done by the members will fill a much longer list. If only members make it a point to enter as many of their transactions as possible, it would, while doing no harm to individual or collective business, prove a great source of enlightenment to the investor; and, likewise, act as a check on unscrupulous transactions.

LOCAL AND GENERAL.

The appointment of a Research Chemist for the Caylon Rubber Industry is under consideration.

CHEUNG Lan was this morning charged at the police court for assaulting a coolie. He was fined \$15 or fourteen days.

THE contract for the refrigeration plant in the new Shanghai Club has been obtained by Messrs. Anderson, Meyer & Co.

A CHINESE and a Chinese woman were today at the police court committed for trial for kidnapping a child under 14 years of age.

A RENT collector by name of Li Tz Fan was fined \$5 for failing to stamp receipts for amounts collected in excess of \$10. The fine was paid.

THE Anti-Opium Commissioners in Peking are organizing an Intelligence Department for opium prohibition, and regulations are being framed for the purpose.

MR. Dard, the acting French Vice-Consul at Harbin, left that place for Shanghai on March 14, having been transferred from the Russo-Chinese Bank at Harbin to the Shanghai Branch.

LI Ling was charged at the police court this morning for having in his possession three maces of opium. He did not appear in Court when the case was called and his bail of \$5 was exonerated.

THE Chinese steamer *Ying Ling*, bound for river with coal, ran ashore a few days ago near Flower Point, during a fog, and it has been found necessary to lighten her before she can be again floated.

DURING the voyage of the P. & O. S. *Oriental* to Shanghai, a Chinese assistant cook, was found to have stolen a gold watch. He was handcuffed, but while out of sight he hidged himself, and the body was buried at sea, between Kobe and Yokohama.

THE THIRD ENGINEER.

A TYPICAL CHINA COASTER.

(Specially written for the "Hongkong Telegraph.")

Among the various grades of sea-faring men on the China coast none is more typical than the third engineer. He sails without a ticket which he failed to secure, very probably not through lack of ability or talent in the exercise of his profession but more likely through that nervous which long residence in the East seems to engender. It was just such a man that the writer happened to knock up against the other day and a hearty hand-grasp followed the meeting, for we had made friends some years before on the occasion of a notorious pirating raid in Chinese waters and had been under fire together on the vessel on which he was engaged. He had just stepped ashore from his sampan with his gear, and he said he had that day left his ship.

GRIEVANCES GALORE. "Had he another berth in view?" No; could not get on with the chief, and the second engineer was no better. And then ensued a flow of lurid language supposed to convey his impressions regarding the personal characters and professional incapacity of these two officers. As it happened, they were acquaintances of my own and I tried to stem the torrent of his vocabulary but to no very good purpose. The third engineer is invariably a man with a grievance. There is a saying among shipkeepers that all sailors are grumblers; that they would not be happy unless there was something to grumble about; and that the best work is got out of a grumbling crew. The quiet and apparently passive, obedient ship's company is dangerous. It is when everything appears quiet that mutinies are imminent. Well, if this is true of all sailors, the third engineer is far excellent the

CHAMPION GRUMBLER of all sailors. There is perhaps a reason why he should excel in this direction. He is generally a bitter and disappointed man, for the reason that he knows that he has thrown away his opportunities and realises the fact that he will have to remain third engineer to the end of the chapter without any hope of advancement in the way of obtaining a certificate. So he expends his spleen in much grumbling.

Like all his class, my friend had this proclivity developed to a very high degree and he was not slow to dilate upon his grievances. According to his showing, there was not a single engineer on the coast—chief or second—who knew the first thing about an engine-room or could tell a bee from a bull's foot. "Why," the chief he had just left had nothing but a curry-and-rice certificate, by which elegant phrase he meant to convey that it was only a local ticket which the poor man possessed. It did not seem to matter that he had

NONE AT ALL HIMSELF. As for the second, he was certainly a fine engineer on the theoretical side of the profession but he had got all his knowledge from books and did not "savvy" which was, in his opinion, engine-room. He himself had had to do the whole work down below, and was glad to say so.

It is a characteristic, too, of the third engineer that he always displays an intense desire to leave the sea and get a shore job. This eagerness to desert the water for the lands not altogether peculiar to him alone in the seafaring profession. Ship doctors, and mates as well, are ever on the point of settling down ashore but after having a spell on land, the sea almost invariably calls them back with a bookending hand that cannot be denied.

So with the third engineer. He looks out for a shore job in some port or other and if he gets it he just sticks to it for a time, for something is sure to turn his thoughts and inclinations seawards again. Either the job is not to his liking or he deserts it for the sake of getting away shipmates with an old "pal," or a skipper or chief for whom he has, an ancient regard so far as he ever can have regard for any of the latter category with whom he has sailed.

ON DECK AND BELOW. It is a strange fact that generally the relations between the deck officers and engineers are anything but sweet. While one would naturally suppose that the utmost harmony would prevail amongst the small knot of men who make up the European contingent on the China coast, the very opposite is unfortunately to be observed. There are instances, of course, of great personal friendship existing between deck and engine-room, but these are few and far between. The general trend of feeling is one of veiled antagonism, and the things one hears uttered in the engineers' mess would make the ears of the deck officers tingle were it not for the fact that the latter are just as prone to unkind criticisms of the men from the engine-room.

It can be taken for granted that in the midst of these bickerings and recriminations the voice of the third engineer makes itself heard with no uncertain sound. He told me of one experience which came from him with great gusto reminiscent of pleasant reminiscences. One of the mates (the junior) was sent to the engine-room during his watch to ask for more speed to the ship, but he declined to take any notice of the order unless by written instructions transmitted through the chief engineer; and what was more, he gained his point and was quite upheld by the latter in his action.

Then, of course,

THE FUN BEGAN and our friend and the third engineer made things unpleasant for each other as far as they could to the general discomfort of everyone on board the vessel. The third engineer went leisurely about attending to the donkey engine, whilst the mate took this revenge by ordering the removal of the other's lounging hammock from an unauthorized place on the upper deck. So things went on from bad to worse without righting themselves until the third engineer quitted the ship. Many a year can be told of perils and shipwrecks, but he generally breaks off from the thread of the story to dissent upon the treacherousness of the mate who had paid for a bottle of whisky or had a drink, bears in the many outlandish places he has visited in the course of his adventures.

JAPANESE ROYALTY IN HONGKONG.

QUEST OF CONSUL T. FUNATSU.

Among the passengers who arrived here this morning from Japan, via Shanghai, by the German mail steamer *Leich*, are Prince Fushimi and Baron Ono, Japanese Minister for Agriculture and Commerce, Baron Takahara, ex-Ambassador to the United States, who was also expected here, did not come. These distinguished visitors are on their way to London to take part in the Anglo-Japanese Exhibition which is to be held in the English metropolis during May.

Early this morning a deputation, consisting of the leading Japanese residents in Hongkong and headed by Mr. T. Funatsu, Consul for Japan, proceeded on board the German mail, which is lying alongside the wharf at Kowloon, to welcome the Prince to Hongkong. Capt. P. H. M. Taylor, A.D.C., also called, on behalf of the Governor to offer His Excellency's hospitality during Prince Fushimi's brief stay in Hongkong. Sir Frederick Lugard's kind invitation had, however, been reluctantly declined.

At 10 a.m. His Highness, Baron Ono, and suite, accompanied by Mr. Funatsu, effected their unofficial landing, and crossed over to Hongkong from Kowloon by the Kowloon ferry. The visitors proceeded to the King Edward Hotel where a suite of rooms had been engaged for Prince Fushimi. The best part of the forenoon was spent in sight-seeing. The Public Gardens were visited in the course of the morning's perambulations. The party returned to the Hotel for luncheon.

In the afternoon the visitors, escorted by Consul Funatsu, resumed their programme in doing the sights of the City. Prince Fushimi and Baron Ono will be the guests of the Japanese Consul at an informal dinner at the Consular residence, in Macdonnell Road, to-night, when His Highness will have an opportunity of meeting his compatriots in Hongkong.

The Prince returns on board the N.D.L. *sa Klet* after dinner, and will proceed on his journey to England by the mail steamer tomorrow.

CONTRACTS IN SWATOW.

MESSRS. LEIGH AND ORANGE SUCCESSFUL TENDERS.

Swatow, March 31st. The contract for the local waterworks was signed to-day. Messrs. Leigh and Orange of Hongkong obtained the contract, the price being \$500,000.

The light railway to Chinghai has been vetoed by the Railway Company, who hold the concession—N. C. D. News.

WEI-HAI-WEI LAND AND BUILDING CO., LD.

ANNUAL MEETING.

The annual meeting of the Wei-hai-wei Land and Building Co., Ltd., was held at Shanghai on 28th March. Mr. A. McCleod presided, and were present: Messrs. E. Jenner Hogg, Director, J. R. Weeks and F. H. Crossley, shareholders, and E. E. Clarke, Secretary, representing 834 shares.

The Chairman said there being a quorum present and the hour being past he would ask the secretary to read the notice convening the meeting.

The Secretary having complied, The Chairman said:—Gentlemen:—Owing to delay in printing, the report and accounts have not been in your possession as usual, but I trust that with your permission I may take them as read. The working account shows a profit of Tls. 3,669.14 against Tls. 2,181.00 for the previous year, and this is due to the fact that all the bugaloos were let at full rents, which has never happened before. Arrangements were completed for making the refund of capital, Tls. 5 per share, and the bulk of these refunds have been made to shareholders, but there is an amount of Tls. 3,100 not yet claimed. The expenses in connection with this refund, Tls. 9,397, have been written off in profit and loss account. As I told you at the last meeting, the two back bugaloos in Narcissus Bay were being moved to the front. Tls. 1,050 rent was received from them in their new position, as against no rent for two or three years previously, and they are let again at the same rent for the coming season, so, although the expense of moving them was heavy, it will soon be covered by the rents to come in, as we can always let them in their present site. Altogether eight bugaloos are let for this summer, and we hope soon to let the remaining three. The claim for rents on account of 1909 still shows in our books, and we must hope that some day it will be paid. We are still waiting for Government development at Wei-hai-wei, and we are all ready to take advantage of it when it does come. That is all I have to say, but I shall be pleased to answer any questions to the best of my ability.

There being no questions the Chairman proposed, Mr. E. Jenner Hogg, seconded and it was carried: That the accounts as presented be accepted and passed.

Mr. F. H. Crossley proposed, Mr. J. R. Weeks seconded, and it was carried, that Mr. E. Jenner Hogg be re-elected a Director of the Company.

Mr. Crossley proposed, Mr. Weeks seconded and it was carried that Messrs. Lowe, Bingham and Matthews, be re-elected auditors of the company.

The Chairman said this concluded the meeting. He thanked those present for their attendance.

A vote of thanks to the Chairman for presiding terminated the proceedings.

DISPATCHES from Helsinki state that the Absorption Bill, under which purely local affairs would be vested in the Imperial Legislature, has been received calmly, although it is generally regarded as a final assault on the liberties of Finland.

PHILHARMONIC CONCERT.

A MUSICAL TREAT.

Rarely has such a galaxy of musical talent been presented by the Hongkong Philharmonic Society as was heard at the City Hall last night in what was described as a Chamber Music Concert. The occasion was further notable in that Mr. Dauman Fuller, the clever conductor with whose help the members of the Society have from time to time treated Hongkong audiences to first-class music, was made the recipient of a handsome silver cigar-box before his departure home as a token of the members' appreciation of his valuable services as the Society's conductor. The presentation was made by His Excellency the Governor, and if any outward sign of Mr. Fuller's popularity were needed, it was shown in the spontaneous applause which greeted both His Excellency's words and the recipient's acknowledgment. Needless to remark, there was a large attendance to witness the double event.

Where each individual singer excelled, it would be difficult to draw distinctions; but special mention must be made of Mrs. Schofield. Her rendering of the Part Song "Phoebus" and Ardit's difficult composition "Il Baccio" in the earlier part of the programme was accompanied by a purity of voice which came upon the audience with inspiring force. In response to an encore, she gave "Spring has come" in a delightful voice. A vocal trio entitled "The Snow," in which Mrs. Matfield, Mrs. Goldsmith and Mrs. Gordon were associated, was given with happy effect, part of the piece having to be repeated. Mr. C. K. Lloyd, R.N., was heard to good advantage in bracketed songs and had to respond to an encore. No account of the Concert would be complete without reference to Mr. Dauman Fuller's work, his selections being accompanied by a fine technique which could not have deceived anybody with a taste for good music. There were other items of an equally entertaining character, and everybody present voted the evening a great success.

THE ASSASSINATION OF PRINCE ITO.

EXECUTION OF AN JU-KON.

An Ju-Kon, the assassin of Prince Ito, was executed at 10 a.m. on March 16th at Fort Arthur, exactly five months after the tragic incident at Harbin on October 26th.

A Post Arthur message to the *Asahi* states that An was brought to the place of execution in the appointed time. He was dressed in a new suit of Korean clothes, made of white Korean silk-rouge, specially supplied by his cousin An Mei-Kon. His face was slightly pale but he seemed to be fully prepared to meet his fate. There were present at the place of execution Mr. M. S. Buchi, Procurator Mr. Kurihara, Governor of the prison, Mr. Sonoki, Inspector.

The Governor of the prison read the order for the execution to the prisoner, and asked him if he had any message for his relatives or friends. In reply, An stated that he had no message of any kind to leave for his relatives or friends, but he wished to ask the officials present at this last moment, that they would exert themselves to maintain the peace of the Orient. He said nothing further. On being allowed to offer his last prayer, the prisoner prayed silently for a few moments. The noise was then placed around the condemned man's neck, and the execution carried out. Fifteen minutes later the body was examined by a doctor, after which the corpse was placed in a coffin kindly supplied by the Governor of the prison, and was removed to the prison chapel. So Dosen, Wu Tok Jun, and Ryu To-Ka, accomplices of the dead man, were then allowed to pay their last respects to the body of their friend; Wu Tok Jun seemed to be greatly affected. The remains were interred in the public cemetery at 1 a.m. Two brothers of An applied to the Governor of the prison for permission to take charge of the remains, but the application was refused.

OPIUM IN THE UNITED STATES.

MR. HAMILTON WRIGHT'S REPORT.

In a recent special message to Congress President Taft transmitted a report by Hamilton Wright on behalf of the American delegates to the international opium commission, which met in Shanghai, China, in February, 1909.

The report points out that while the United States is to be commended for what has been done; further restrictive legislation is needed. A memorandum by Secretary of State Knox accompanied the report.

"By permitting the importation of opium prepared for smoking," says the Secretary, under the dutiable schedules or at times upon the free list this Government has for half a century unwittingly encouraged the use of this form of opium, to the great detriment of the Chinese immigrants and to the growing danger not only of the criminal and defective classes but of the higher ranks of society.

"Incidental to the unrestricted importation of medicinal opium the manufacture of morphia has come to be a monopoly of American manufacturers, with an enormous growth in production, so that as a notorious fact large numbers of people in all social ranks have become debauched by the misuse of it."

The Secretary says that local laws were ineffective to control it while it was permitted to go unobstructed in the interests of commerce. This state of affairs was corrected in large measure by the law of 1909, but the Secretary adopts the recommendation of the commissioners for uniform legislation among the States to prohibit the manufacture and sale of smoking opium and to impose restrictions to compel the proper use of opium in other forms. Congress is urged to extend the pharmacy law of the District of Columbia to the United States, and to take action in China.

LANGKATS.

IMPORTANT AGREEMENT.

At the meeting held at Shanghai on the 30th ult. it is reported that the two resolutions already known were passed. The first of these was the selling of the Company's output to the Asiatic Petroleum Co., and the second, the dividing up of the shares, and both have been agreed to. In future, the capital consisting of 2,500,000 shares will be divided into 250,000 shares of ten guineas each instead of 25,000 of a hundred guineas as hitherto.

The following circular was issued by Mr. George McBain, the general agent, by order of the directors:

"In order that the shareholders may have more time for the careful consideration of the resolution which will be brought forward at the meeting on the 30th March with regard to the proposal of Asiatic Petroleum Co., Ltd., to purchase the whole of the output of this Company's crude petroleum, your Directors think it advisable to give you some further information before the actual meeting."

The main points of the proposed agreement are—

(a)—The Asiatic Petroleum Co., Ltd., bind themselves to purchase and this Company binds itself to sell the entire output of crude petroleum from all its present fields and concessions on the terms set forth in the circular of the 8th February.

(b)—The agreement is to be a permanent one.

(c)—It is suggested by the Asiatic Petroleum Co., Ltd., that the Royal Dutch Petroleum Co., Ltd., and the Shell Transport and Trading Co., Ltd., shall sign the contract as buyers.

(d)—All the concessions are to be named and the oil delivered from them is to be delivered at the prices already given you.

(e)—As regards any further concessions the Company may acquire, if oil is found, the Asiatic Petroleum Co., Ltd., is to have the option of making a separate contract similar in all respects (including prices) to the present contract. In the event of their not availing themselves of this option the Company is to be at liberty to deal with such further production in any way thought fit.

(f)—Delivery of the oil from the Darat Fields will be taken to the Company's storage tanks as at present situated on these fields. From Soongai Rajah or other concessions in Aceh delivery will be taken in the existing pipeline of the Asiatic Petroleum Co., Ltd., and they will charge the Company 1/2 per ton for freight. From all other concessions delivery is to be made to their nearest refineries which will also be named in the contract.

(g)—All the Company's properties at various parts at which the oil has been sold, the refinery, ships, etc., are to be taken over by the Asiatic Petroleum Co., Ltd., at a price to be fixed by two valuers, one to be appointed by each side. If they are unable to agree a third party will be appointed by them whose decision will be final. It is suggested that prices for deductions for depreciation since time of purchase.

(h)—The Asiatic Petroleum Co., Ltd., are willing to pay for these properties in cash or in shares of the Royal Dutch Petroleum Co., Ltd., or Shell Transport and Trading Co., Ltd., or partly in cash and partly in shares. If any payment is made in shares, they will be given at a price under existing market rates on condition that the Company binds them for at least five years, this price will be a matter for further negotiation.

(i)—The prices agreed on are for oil of the quality at present produced by the Company for oil of a materially different composition a sliding scale of prices is to be fixed.

(j)—All purchase contracts made will be taken over by the Asiatic Petroleum Co., Ltd., or the Companies who sign the agreement.

The obvious advantages to the Company of this arrangement have already been stated, namely that the Company's income will not be affected by fluctuations in the market price of oil and that the Company will be able to sell its oil at a price which will be far of competition. As to the first of these, the Directors wish to point out the prices for kerosene have been exceptional y good in the past 3 or 4 years, that it is very unlikely that the Company would be able to obtain these prices always and that the company's present competitors are powerful enough to put the prices down considerably and keep them there and they might be forced to do so by competitors of theirs.

This last consideration arises too in connection with the quantity of oil which the Company would receive without the proposed contract—the able to sell the competitors mentioned would almost certainly take very strong measures to prevent the Company selling more oil than at present whereas under the proposed contract the Company can sell very profitably all the oil it can produce.

Work has already been commenced with a view to increasing the Company's output; new wells are being drilled and arrangements have already been made for drilling to a much greater depth than hitherto in a place chosen by Mr. Meyer for the purpose of obtaining oil from lower strata. At a Chairman's meeting, to give a general explanation of this kind of work, but there are, of course, technical matters which must be left to Mr. Meyer; his reputation, knowledge and experience, special experience of the Darat Fields, are such that you may rest assured that your interests could not be in better hands. Work will be continued too on the Company's other concessions, and arrangements are being made to push this forward as much as possible.

There is a further advantage of the proposed scheme which is apparent enough in a general way but which has perhaps not been appreciated by you in its full significance. By securing the continuance of a sure market and a sure income, the Company will no longer require to build up reserves and will have at its disposal considerable sums of money, still now held in reserve for meeting contingencies which can under the new arrangement no longer arise. There will also be the money received for the Company's assets and interest thereon—and the interest on shares (if any) given for those assets. Your Directors propose to employ the interest on these moneys and possibly part of the principal in the clearing up of the Company's business and particularly in prospecting oil concessions, developing, planting and working rubber lands and other enterprises which Sumatra offers.

With reference to the resolution proposed by shareholders for a division of the shares, the Directors wish to point out that in order to effect any alteration in the statutes of the Company at least one half of the capital should be represented at the meeting—Capital and

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 5, 1910.

THE SHARE BUSINESS.

Capital and Commerce, of Shanghai, has the following thoughtful article which will bear reproduction at the present moment:—Dealers in shares and the brokers transact their deals with eyes open, and whatever be the consequences the responsibility for the result solely rests on their shoulders; but it may not be amiss, especially at present when enormous, and, in many cases, extraordinary deals are put through, to discuss as to how the relations between the brokers and the public can be better adjusted to the mutual advantage of both. The speculating and investing public are apathetic, who, otherwise can do a great deal to help themselves. The legitimate functions of a broker is to take orders to buy and sell, do his best for both parties and take the commission as his recompense. But brokers in the Far East, owing to the smallness of the number of stocks dealt in cannot do business on pure brokerage lines, and are necessitated to trespass on the jobber lines as well. No one has a right to complain if the jobber-broker

CANTON DAY BY DAY.

PROPOSED LUNATIC ASYLUM.

[From Our Own Correspondent.]

Canton, 4th April.
It has already been reported that a proposal is on foot to establish a lunatic asylum in Canton under the auspices of the committee of the Red Cross Society. H.E. Viceroy, Yuan has given instructions to both the Nanhoh and Pan Yu Magistrates to select a suitable place, without loss of time, for the erection of the proposed institution.

LIKIN COLLECTIONS.

The collection of Likin dues in Canton during the second ten days of the 2nd moon, as reported by the Likin officials to the Viceroy, amounted to 253,432.50 taels.

NANHAI MAGISTRATE.

The newly appointed Nanhoh Magistrate, Wong Ting, assumed charge of office to-day.

NEW CONSTABULARY TROOP.

The new Troop of Constabulary, of Kwangtung province, Lau Wing Tin, is expected to arrive here soon. The gunboat Kwang Ching was yesterday despatched to Hongkong with a delegation on board to await the arrival of the coming official there and to convey him to Canton.

ELEMENTARY EDUCATION.

Acting under instructions from the Ministry of Education in Peking, the Kwangtung Provincial Educational Commissioner is making arrangements to open twenty elementary Government schools in the city of Canton. In each of these schools, one hundred and twenty students will be admitted free of charge. They will be divided into three sections. In these schools, some of the students will be taught for one year, and two or three years respectively in order to enable them to know enough to do business or to find employment after leaving school. The Educational Commissioner has issued a proclamation to invite students of the poorer families to apply for admission into these Government schools.

SPIRIT FARM.

It has been already reported that the Shin Poo-Ruk has granted the privilege of the spirit farm for the whole province of Kwangtung to a merchant named Leung Kwok Chun at an annual rental of \$300,000. The Canton Self-Government Society has now submitted a joint petition to the Viceroy requesting that the amount of the rental derived from this new monopoly be appropriated to make good in part the loss of the Government revenue by the abolition of the different gambling farms. The object of the Self-Government Society in submitting the petition to the Viceroy is to prevent this large sum of money from being misappropriated.

ENGINEERING IN THE STRAITS SETTLEMENTS.

The British Empire covers such a wide area, and its relations to the other countries of the world are so complex, that the relative importance of its various parts is apt to be wrongly estimated, as position often counts for more than size. For instance, Singapore is the gateway of the Pacific and as such is a strategic point, round which radiate the three divisions of the British Eastern Fleet—the East Indian, the China, and the Australian Squadrons which are based respectively on Bombay, Hongkong, and Sydney. In time of war, Singapore would be the central rendezvous of these three squadrons for coaling, victualling, and refitting, as well as for offensive movement. These considerations, no doubt, led the Government to acquire the Tanjong Pagar Docks, and to develop the accommodation in Singapore Harbour. A loan of \$5,000,000 was raised in 1907 under the provisions of the Loan Ordinance which authorised the Colonial Government to borrow a sum not exceeding \$7,871,477 for works in the Settlement. A report recently issued by the Colonial Office states that good progress has been made with the harbour works, and details are given of some of the operations, a total of £45,934 (the equivalent of 393,554 dollars) having been paid to the contractors during the year for the work done during 1908. The total number of men employed was 1,388, including 130 Europeans. Progress was made during the year with the new Lagoon Dock and the reconstruction of the wharves at Tanjong Pagar. Tenders for this work were received in 1907, and Messrs. John Aird and Co., Ltd. of £298,700 was accepted. The wet dock is to have an area of 741 acres, providing 38.7 feet of additional quay.

THE managing agents of the Seremban Rubber Estate Co., Ltd., report that the entire crop of dry rubber of all grades of the year 1909 (estimated at 380,000 lb. to 400,000 lb.) has been sold at Rs. 6 per lb. delivered in Colombo. This is equivalent to a sale in London at 8s. 6d. per lb., approximately.

Mr. H. S. Wood, owner of the American Machinery Company of St. Paul, Minnesota, who is also acting foreign salesman, is in Manila en route to Java to establish the same line of machines which have been used during the past few years by the sugar planters of Honolulu. Several of the machines have been ordered through Castle Bros., Wolf and Sons and Yac. and Company, for the plantations recently established in Mindoro and Nueva Ecija.

THE transport Warren, which has been undergoing repairs at Shanghai during the past few months, will sail from that port on April 15 for Haiphong, where she will pick up a cargo of 6,000 barrels of cement and continue to Manila, arriving there about May 1. She will have on board from Shanghai to Manila the following cable passengers:—Mrs. Wendell McLaughlin, A. B. Fennell, Mrs. F. A. Cook and son, E. F. Cooke, Sergeant Charles M. Shaw, hospital

MR. PATTEN IN MANCHESTER.

SCENE ON THE EXCHANGE.

Mr. J. A. Patten, the American cotton and wheat speculator, had an unpleasant experience on the Manchester Royal Exchange, March 11. He was introduced in the usual way by a friend, and was recognized at high 'change. When, probably, 6,000 or 7,000 people were present some one called out "Patten," and at once hostile shouts were heard all over the building, a rush being made towards Mr. Patten. He was pressed towards the door, and members in large numbers followed him into the street, some shaking their fists at him and others addressing him in angry tones. As the demonstration became dangerous, Mr. Patten and his friend turned into the office of a New York firm the door being guarded by the police, who kept back the crowd, which did not disperse for an hour. Mr. Patten had in the meantime made his escape to Victoria Station, and took train to Liverpool, where on his return he was cheered on the Corn Exchange.

The cause of the demonstration, of course, was that Mr. Patten has taken a leading part in bringing about violent fluctuations in the price of cotton and he and his fellow-operators are held to be largely responsible for the limitation of output in cotton mills, not only in England, but in all parts of the world. It is stated that Mr. Patten's intention to visit the exchange was known early in the day, and that a warning was given that the visit would lead to a hostile demonstration.

Mr. Patten returns to America by the Mauritania, which leaves to-day.

CURE FOR BERI-BERI.

EXPERIMENTAL TREATMENT OF LEPRA.

The *Manila Times* says: The Bureau of Health having put into practice the new theory that beri-beri is caused by eating polished rice, has just finished a successful campaign against the disease at the Culion leprosy colony, the results obtained showing the correctness of the conclusions of Dr. H. Fraser, delegate from the Federated Malay States, who made the first public announcement of the cause of this disease in a remarkable paper which he read before the recent session of the Far Eastern Association of Tropical Medicine.

Coincident with the discovery of Dr. Fraser, other specialists in various parts of the world were working along the same lines and with the same theory, which, briefly, is that, beri-beri is caused by the lack of phosphorus in the diet of those afflicted with the disease. Among these is Dr. Hans Aron, of the biological laboratory of the Bureau of Science.

As soon as the cause of the disease became fairly well established, Dr. Victor G. Heiser, director of health, began experiments at the leprosy colony, changing the white or polished rice used in the daily diet of the colony to that which still had its pericarp, or covering containing the all-important substance, phosphorus.

Soon there was no beri-beri in the colony with the exception of the cases contracted before and which were then being treated in the hospital. Experiments were then begun on the patients at the hospital.

To all those suffering from beri-beri, a diet consisting of quantities of the pericarp, or outside covering of the rice only, was given. The cure was effected with extraordinary rapidity, and at the present time there is not a single case of beri-beri within the bounds of the colony. Now that the cause and remedy have been discovered, the authorities claim that there never again will be.

In speaking of the experiments this morning, Dr. Heiser said: "The experiments prove conclusively that beri-beri is caused by eating polished rice, and this should be given all possible publicity, as a knowledge of the disease, its causes and the remedy, are things that should profoundly interest the Filipino people who have suffered so much from beri-beri."

Dr. Fraser was right, and there is no reason why we should not be able to successfully fight the disease. This knowledge should be spread throughout the Philippine Islands, and the Filipinos strongly urged to discontinue the use of white, or polished rice as their daily diet."

DETAILS of the tariff agreement between Canada and the United States have been published in Washington and Ottawa. Canada has conceded intermediate rates on forty commodities in return for admission to the United States' minimum tariff.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Mr. T. Arima \$ 15
Hon. Mr. A. W. Brewin 10

A WASHINGTON despatch of March 31, to the *Manila Times*, says:—The matter of the two Japanese spies arrested by the military authorities at Manila is still in the hands of Secretary Dickinson. The latter is dictating an inquiry as to the possibility of punishing the men under the laws of the Philippines and will not act until that question is determined.

MR. S. L. High and eight Visayans sailed from Cebu, north-eastern Mindanao, in the little schooner *Alis*, bound for Hilo, February 22. When off the coast of Negros a strong wind blew them out to sea and later the wind changed and they drifted before it, finally landed at Cagayan de Salo, on March 8 not knowing where they were and having been for five days without water. Owing to the construction of the boat it could not sail into the wind and they were at the mercy of the wind and waves until they were sighted and brought ashore.

AN OLD CHINA HAND.

MR. W. G. BAYNE PASSES AWAY.

The Grim Reaper has been busy lately among the diminishing ranks of retired residents of Shanghai. The *Shanghai Times*, of 31st ult., says:—Yesterday it was our grievous duty to record the death of Mr. Philipp Arnold; to-day the same sad task devolves upon us in relation to another former member of the Municipal Council, an ex-Chairman in fact—in the person of Mr. W. G. Bayne, Manager of the London office of the North China Insurance Co. Mr. Bayne appears to have passed away somewhat suddenly, on March 27. He had been ill for some weeks past but no such termination of his indisposition had been anticipated and the tidings of his death came with a great shock to his friends both in England and the Far East. The end came at his residence, 41st, Croydon.

Mr. Bayne's connection with the Far East dates from the year 1874, when he came out to join the staff of the Bank of Hindustan, China and Japan. With this institution he remained until 1888 when he left to join the staff of the North China Insurance Co., in whose service he continued until the time of his death. After several years in Shanghai he went to the Company's office in Yokohama and thence to Singapore, where he opened the Company's branch office. He was then transferred back to Yokohama where he remained for nineteen years, coming back to Shanghai in 1899 as Secretary of the Company. This position he retained until 1908 when he was promoted to the post of manager of the London Branch, and he left here for home by the Siberian route on the 10th April, 1908. During his residence here he took a keen interest in Municipal affairs, was a member of the Council and in 1903 was Chairman of that body. He was an ardent sportsman; was at one time Secretary of the Race Club and also President of the A.D.O., and one of the ablest actors that ever faced the footlights in the Lyceum. He leaves a wife, daughter and son to mourn his loss. His home is on the staff of the Hongkong and Shanghai Bank, London, while his daughter is Mrs. Pakenham of Kobe, Japan.

INDUSTRIAL DEVELOPMENT.

MR. SHEWAN'S HINT TAKEN UP.

It is understood that times are looking up here although it will still be a long time before the Chinese population of Singapore recovers from the two years paralysis of trade that began with the American financial collapse, says the *Singapore Free Press*. But when the time does come for enterprises to move, with confidence restored, some means should be adopted for studying the question of the development of minor local industries. That could best be done by a special sub-committee of the Chinese Chamber of Commerce, with power to add to their number. This suggestion has arisen from a perusal of the proceedings of the last meeting of the Green Island Cement Company at Hongkong, which is one of the promise industrial companies in the Northern Crown Colony. The Chairman, on that occasion, said:—

As to the future, and this year's business in particular, our prospects are quite good. Our make is a universal favourite with engineers and continues to grow in favour with everyone who tries it. We have now a good market for it all over China, the Philippines and the Straits, and it is well we were ever pushed for more outlets we could, we know, find them still farther afield, but at present it seems that we have quite enough to do with the places I have named and our own local market, which have easily taken all we could turn out.

BILLIARDS.

HONGKONG CHAMPION.

The *London Daily Telegraph*, of February 11th, says:—If the composition balls possessed the life inherent in ivory, the latter substance would never again be wanted for the billiard table. Already, in tropical climates, the composition balls have supplanted it. This is the reason of George Gray, the youthful Australian billiardist, who claims the world's record break of 831 points scored from the red ball, making the crystalline ball his playing medium. Then, again, the overseas competitor in the forthcoming amateur championship games, Mr. E. H. Hinds, of Hongkong, played only with composition balls; in that remote British possession. Just before leaving there he scored a 100 break with the crystalline ball. Like Diggle and Stevenson have done this week, however, Mr. Hinds will find the change to the ivory balls a disturbing one. The odds are that he will not find these last so true and dependable. Unless he has assiduously practised with the ivory, he will find them more wayward and difficult to keep under control. The composition balls, by their more sedate movements, are admirably adapted to assist the player whose touch and judgment of strength are not exactly what they should be. It is safe to say, too, that three-fourths of the world's billiards are conducted with the cheaper and, usually, truer composition ball, which will not show the slightest trace of being affected by the most violent changes of temperature. Already the composition balls have been admitted to championship rank, and the day of their entire monopoly does not seem far distant.

RETURN of visitors to the City Hall Library and Museum for the week ending the 2nd April, 1910 (exclusive of Easter Monday the doors were closed).

Library Museum
Non-Chinese 418 180
Chinese 395 248
Total 813 428

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

April 5, 5.00 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.:—
Allis ans 0/6
Ang-o-Malays 37/1
Balgonville 51/0
Bain Tigras 132/6 ex d.
Bertams 111/1 ex rights
Bukit Kajang 100/0
Bukit Kajang 39/1
Carey United 50/1 prem.
Castlefields 130/1
Changkat Serrange 53/1
Cheras 51/1
Damasaras 190/1
Eastern International 50/1 sa. prem.
Fed. Selangor 350/1
Glencaly 34 buy.
Glenshiels 160/1
Golcondas 170/1
Golden Hopes 170/1
Highlands and Lowlands 160/6
Indragiri 147/1
Inch Kenneth 365/1
Jeque 14/3
Jonglandors 30/1 prem.
Kamuning 109/1 prem.
Kuala Lumpur 230/1
Lassardons (fully paid) 165/1
Lassardons (part) 112/6 prem.
Labus 175/1
Ledbury 125/1
Liong 133/1
London Asiatics 175/1
London Ventures 13/1
Merlimaus 8/1
Pajamas 53/1
Pegohs 57/1
Rubber Trusts 93/1 prem. ex. n. l.
Saggs 290/1
Sandyrocks ex rights 355
Sekong 37/6 prem.
Shelfords 93/1
Singapore & Johore 1260
Sumatra Paras 183/1
Sungai Ohohs 125/1
Sungai Kapars 195/1
Sungei 40/1
Seafields 155/1 prem.
Tanjong 82/1 prem.
Tangkabs 155/1 prem.
Ulu Rauts 116/1 ex n. l.
United Serrange 177/1
United Singapore 33/1
United Sumatras 193/1
United Langkats 103/6 ex rights

SHARE LIST.

4.30 p.m.

Following are further changes in the share list to-day:—

Indo-Chinas \$70 b.
"Shell" Transports 93/1 b.
China Sugars 566 b.
Raoba 8 b.
Hongkong Docks 57 1/4
Daly Farms 82 1/2 b.
Langkats 115/1, 1400

RUBBER WOOLLEY.

A correspondent writes to the *N. G. D. News*:—Last evening in an endeavour to forget "rubber" I turned to *Alles through the Looking Glass* with the following unfortunate result:—
"The bulging and the rubberpeps
Do swears and shamble on the stange;
All freasy are the bornders;
And the shaker booms outrange.

Beware the Chempedaks, my son,
The shares that rise, that cannot lose;
Beware the Karan bird and shun
The molitrous Semambus.
Be took his Lalang in his hand,
Long time he Kota Bahrose sought;
So'vested he all in Seakes,
Then stood awhile in thought.
And as in Woodthorpe thought he stood,
The Seawangs with wings of flame
Came Semling though the Padang wood,
And Tebonged as they came.

Too soon. Too soon. 'Twas after June
The rubber boom went flucker fack;
Before 'twas off, he with his proff
Came Kalumpopping back.
And hast thou slain the rubbershorts?
Come to my arms, my boomish boy!
O wild Par! My tooter car
Shall smell of rubberjoy."

Events Coming.

Wednesday, 6th April.
R. A. Sports U.S.F.C. Ground Kowloon.
Hogges and Hough Auction sale of furniture, 4.30 p.m.
Boxing at City Hall, 9 p.m.
Saturday, 9th April.
A.D.O. "Mice and Men" 9 p.m.
Italian Convent, Golden Jubilee Entertainment, 4.30 p.m. The Governor presiding.
Wednesday, 10th April.
Union Insurance Society of Canton, annual meeting, noon.
China Traders Insurance Co., annual meeting, 12.30 p.m.
A.D.O. "Mice and Men" 9 p.m.
Friday, 15th April.
Hughes and Hough Auction sale of furniture, at the "Dethick" Robinson Road, 2.30 p.m.
Saturday, 16th April.
Hongkong Jockey Club half-yearly meeting, 12.30 p.m.
First Gymkhana meeting.
Hughes and Hough Auction sale of furniture, at the "Dethick" Robinson Road, 2.30 p.m.
A.D.O. "Mice and Men" 9 p.m.
Schools Sports, Heale.
Monday, 18th April.
Schools Sports, Final.
Saturday, 20th April.
V.R.O. Sports at the Football Club Ground, Hongkong Jockey Club Half Yearly meeting, 12.30 p.m.

To-day's Advertisements.

AMERICAN CONSULAR SERVICE.

THE VALUE of the HONGKONG DOLLAR as proclaimed by the Director of the United States Mint for three months to and June 30th, 1910, is 408 in terms of American Gold Currency.

Consular Fees for the quarter to end June 30th, 1910, will be as follows:—
Invoice \$5.15
Extra Copy of Invoice 2.45
Landing Certificate 6.15
Bill of Health 12.15
Supplemental Bill of Health 6.15

Hongkong Currency only is accepted in payment of fees at this Consulate General. The Invoice Clerk is forbidden to accept any Chinese Coin whatever or accept Hongkong Fractional Coin in amounts of over \$2.00 at one time.
W. A. RUBLEE,
American Consul General.
Hongkong, 4th April, 1910. [298]

FROM NEW YORK.

THE H. A. L. Steamship.

"ARAGONIA,"
Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 5th April, 1910. [299]

Intimations.

IN THE MATTER OF THE CHINA LIGHT & POWER COMPANY, LIMITED AND REDUCED.

AND
IN THE MATTER OF THE COMPANIES ORDINANCE NO. 1 OF 1855.

THE Petition for an Order confirming the Special Resolution having reducing the Capital of the above-named Company to \$300,000 having been heard before the Supreme Court of Hongkong and the Special Resolution having been duly confirmed by the said Court. NOTICE IS HEREBY GIVEN that the sum of \$5 as Capital will be returned and paid on 8th April, 1910, to all Shareholders (standing on the register) of shares of the value of \$10 each and \$5 bonus to all Shareholders (standing on the register) of shares of the value of \$5 each on the 8th day of April, 1910. The Register will be closed on the 7th day of April, 1910, and the 8th day of April, 1910. All Shareholders must produce their scrip for endorsement upon making application for payment as above. Dated this 4th day of April, 1910.
SHEWAN TOMES & Co.,
General Managers. [297]

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin. Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, and floor.
Hongkong, 3rd January, 1910. [71]

Intimations.

SAUSAGES.

OWN MAKE
EXCELLENT and DELICIOUS
Pure Pork
AND
Beef Sausages
at 35 cents & 25 cents
per lb.

THE DAIRY FARM
Co., Ltd.
Hongkong, 12th February, 1910. [31]

ASAHI
BEER
SAPPORO
BEER

TO BE OBTAINED
FROM ALL WINE DEALERS

"SOLIGNUM."

A PERFECT preservative stain for Wood
Stains and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours.
Prospectus and all further information from

SIEMSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.
Hongkong, 7th December, 1900. [14]

JAPANESE MASSAGE.

MASSOUR MEIJI SHA,
GRADUATE OF
KOBE MESSAGE SCHOOL.
ATTENDANCE AT
PATRINTS' RESIDENCE.
No. 174, WANCHAI ROAD,
GROUND FLOOR.
Hongkong, 20th January, 1910. [94]

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, GAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Force for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentlemen's Shirts made to order, and Gents and Dollars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superiors will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters, who are trained and well kept.



Famed for over
50
years.

CAMBUS
WHISKY

An Ideal Beverage
Soft and delicate.
Highly approved by
the Medical Profession.

THE DISTILLERS CO. LTD.
EDINBURGH

SOLE AGENTS FOR HONG KONG
H. PRICE & CO. 12, QUEEN'S ROAD.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

Through the Inland Sea of Japan, a Regular Schedule of Service of 21 DAYS HONGKONG TO VANCOUVER SAVING 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to Alteration)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"EMPRESS OF JAPAN" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF CHINA" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 23RD.
"EMPRESS OF INDIA" SATURDAY, JUNE 12TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the most modern wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class to Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADDOCK, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

For Steamship On

For	Steamship	On
SHANGHAI via SWATOW	"CHOY-SANG"	THURSDAY, 7th April, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUM-SANG"	FRIDAY, 8th April, Noon.
MANILA	"YU-SANG"	FRIDAY, 8th April, 4 P.M.
SHANGHAI	"WONG-SANG"	SUNDAY, 10th April, Daylight.
MANILA	"KONG-SANG"	FRIDAY, 15th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOO-SANG"	WEDNESDAY, 27th April, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kaito," "Yokohama" and "Fukushima" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Choofoo, Tientsin & Newer was.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215
Hongkong, 5th April, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamship To Sail

For	Steamship	To Sail
HANKOW	"KIUKIANG"	6th April, Daylight.
SHANGHAI	"AN-KU"	7th April, 4 P.M.
NINGPO & SHANGHAI	"LIANG-KOW"	8th April, 4 P.M.
SHANGHAI	"CHUNG-KOW"	10th April, Daylight.
CEBU & ILOILO	"BUNGKIANG"	11th April, 4 P.M.
MANILA	"TEAN"	12th April, 3 P.M.
TSINGTAI, WEIHAIWEI, CHEFOO and NEWOHANG	"NANOHANG"	13th April, 3 P.M.
TIENTSIN	"HUICHOW"	12th April, 4 P.M.
SHANGHAI	"CHENAN"	14th April, 4 P.M.
SHANGHAI	"LINAN"	17th April, Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	21st April, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SREW STEAMERS (Anhui, Cheow, Liong, Chinow), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai (direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports).

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Maitai Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 16
Hongkong, 5th April, 1910.

HONGKONG-MANILA CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship	Tonnage	For	Sailing Date
TAIYO	3540	MANILA	SATURDAY, 10th April, at Noon.
KUBI	3140	"	SATURDAY, 16th April, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.

Telephone No. 16
Hongkong, 5th April, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE"
Captain G. C. Cundy, will be despatched as above about 6th April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Agents.
Hongkong, 28th March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"
Captain H. G. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Agents.
Hongkong, 28th March, 1910.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to OHIO (CAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.)

For

Steamers

Tonnage

Leaves

TACOMA via MOJI, KOBE AND YOKOHAMA

Do.

THE Co's newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rate. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For

Steamers

Leaves

SHANGHAI via SWATOW, AMOY and FOOSHOW

TAMSUI, SWATOW & AMOY

ANPING via SWATOW and AMOY

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th April, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN-MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS

SAILING DATES, 1910

MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID

VICTORIA, B.C. & SEATTLE

VICTORIA, B.C. & SEATTLE

SYDNEY AND MELBOURNE

BOMBAY, VIA SINGAPORE AND COLOMBO

SHANGHAI AND KOBE

NAGASAKI, KOBE and YOKOHAMA

KOBE and YOKOHAMA

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, 11th Floor, Queen's Road.

T. KUSUMOTO

Agents.

Hongkong, 5th April, 1910.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Call at Tientsin, Port Darwin and Queensland, Torres, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.

THE Steamship

"EASTERN"
Captain McArthur, will be despatched as above TO-MORROW, the 6th April, at Noon.

This well-known Steamer, is specially fitted for Passengers, and has a Refrigerating Chamber which keeps the food, of the finest quality, fresh throughout the voyage.

The Steamer is furnished throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of this Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th April, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer

Tonnage

Leaves

Asymerie

Osaka

Kumorio

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PAROLA EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

JAVA-ASIATIC S.S. CO.

FOR SAN FRANCISCO.

(Taking through Cargo to Los Angeles).

THE Steamship

"STRATHSPEY"

will be despatched for the above Port on or about FRIDAY, the 5th April.

For Freight and further information, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 2nd April, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK AND BOSTON

S.S. "DACRE CASTLE" On 12th April.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 29th March, 1910.

THE AMERICAN AND ORIENTAL LINE

FOR NEW YORK.

(With Liberty to Call at Malabar Coast).

THE Steamship

"INVERIC"

will be despatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to ARNHOLD, KARBURG & CO., General Agents.

Hongkong, 14th March, 1910.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY) (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route, thus affording a fast, regular cargo boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to P. A. LAPORTE & CO., Agents.

Hongkong, 5th April, 1910.

THE Steamship

For further particulars apply to P. A. LAPORTE & CO., Agents.

Hongkong, 5th April, 1910.

THE Steamship

For further particulars apply to P. A. LAPORTE & CO., Agents.

Hongkong, 5th April, 1910.

THE Steamship

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Hongkong, 5th April, 1910.

THE Steamship

For further particulars apply to P. A. LAPORTE & CO., Agents.

Hongkong, 5th April, 1910.

Consignees.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamer

"ASSAYE"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., as s.s. "Africa."

From Calcutta, &c., s.s. "Malla and Simla."

From Persian Gulf, &c., s.s. "B.S.N. and B.S.P.S.N. Co's Steamers."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th April, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 31st March, 1910.

"S. IRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MIDDELSBRO, LONDON, COLOMBO AND STRAITS.

THE Company's Steamship

"MONMOUTHSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 8th instant. No claims will be admitted after Goods have left the Godown nor will they be recognized if presented after 10 days of the vessel's arrival here. This vessel brings on 200 bales Woodpulp ex Tacoma from Tacoma.

JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 2nd April, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER," FROM LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns at the Hongkong and Kowloon Wharf and Godown Co's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB,

Anderson G. O. Heathcote	...	Hongkong
Anderson H.	...	Hongkong
Anderson Baker	...	San Francisco England
Anderson T. J. S. Lyne	...	Yankee
Anderson W.	...	Hongkong
Anderson G. Gayley	...	Hongkong
Anderson Power, M.V.O.	...	Colombo
Anderson G. F. Lath	...	West River
Anderson G. H. Woodward	...	Yankee
Anderson K. Stevenson	...	Hongkong
Anderson J. White	...	West River
Anderson E. J. Southby	...	West River
Anderson J. M. Barkley	...	Yankee
Anderson J. Lyne	...	Hongkong
Anderson H. R. Godfrey	...	Hongkong
Anderson H. T. Anley	...	Yankee
Anderson C. B. Hartford	...	Hongkong
Anderson E. L. Hancock	...	Hongkong
Anderson C. A. Fremantle	...	Hongkong
Anderson R. Brooks	...	Yankee
Anderson H. Wilding	...	Yankee
Anderson G. F. A. Mulock	...	Yankee

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOKIA & Co. Corrected to noon. Later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST ACCOUNT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE PERCENTAGE QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,000,000 \$15,000,000	\$2,000,000	2 1/2% for half year ending 31.12.09 @ 1/2% = \$15.12	4%	\$960 sellers London 2/8
National Bank of China, Limited	99,925	7	6	\$6,000 \$5,000	\$50,554	\$2 (London 2/6) for 1909		\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$150,000 \$1,350,000	none	\$10 for 1908	7%	\$170 buyers
North China Insurance Company, Limited	10,000	15	15	Tls. 221,000 Tls. 135,250 Tls. 140,185	Tls. 207,175	Final of 7/6 making 15/- for 1908		Tls. 115 buyers
Union Insurance Society of Canton	12,100	\$250	\$100	\$1,000,000 \$100,000 \$900,000	\$2,454,321	Final of 17/- making \$47 for 1907 and interim of \$30 for 1908	11%	\$910 buyers
Yantai Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000 \$900,000	\$707,617	\$12 and bonus \$3 for 1907	7%	\$330 buyers
FIRE.								
China Fire Insurance Company	70,000	\$100	\$30	\$1,000,000 \$100,000 \$900,000	\$175,341	\$6 and bonus \$4 for 1907	7%	\$109 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,451,778	\$108,711	\$27 for 1907	8%	\$337 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$7,500	11,028	\$1 for 1906		\$7 1/2 b.
Douglas Steamship Company, Limited	20,000	\$50	\$50	none	NIL	\$2 for year ending 30.6.1908		\$32 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$12,000 \$10,000 \$2,000	\$28,766	Final of \$14 for account 1910	8%	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$10,000	11,375	6/- for 1907 on Preference shares only @ 1/2% ex 1/9 11/16 = 55.154		\$70
Do. (Deferred)	60,000			\$10,000		3rd in. of 3/- per sh. (comp. No. 12) making 1/2% in all 4/- for 1908 & interim of 1/- for ac. '09	5%	62 1/2 buyers
"Shen" Transport and Trading Company, Limited	2,000,000	1	1	\$2,000,000	1,631,517	\$1.00 for year ending 30.4.1909	3 1/2%	\$26 s.
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$5,000	\$1,121	\$5.50 for year ending 30.4.1909	3 1/2%	\$14 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$35,000 \$315,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2%	\$165 ex div. b.
Lanka Sugar Refining Company, Limited	7,000	1	1	none	Dr. \$15,801	\$5 for 1907		\$39 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6,028	Tls. 10 for year ending 31.8.09		Tls. 850 sellers
Mining.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	Pa. 1	\$175,000 \$17,500 \$157,500	1,481	Final of 1/6 making 3/- for 1909	7%	Tls. 18
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year		Pa. 10 buyers
Ranch Australian Gold Mining Company, Limited	150,000	1	1	none	Dr. 1,191	No. 12 of 1/- = 48 cents		48 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$15	\$12,000	Dr. \$7,421	\$1.75 for year ending 31.12.06		120
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$350,000 \$20,000 \$330,000	\$20,102	None		\$59 ex div.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$10,000 \$10,000 \$0	\$12,765	Interim of \$14 for account 1909		\$57 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 60	Tls. 100	Tls. 1,000,000 Tls. 60,000 Tls. 940,000	Tls. 6,261	Interim of Tls. 24 for 1910	6 1/2%	Tls. 81
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 10	Tls. 100	Tls. 607,257 Tls. 50,000 Tls. 135,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7%	Tls. 120
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 30.2.09	5 1/2%	Tls. 102 sellers
Central Stores, Limited	50,125	\$15	\$15	\$1,500	\$24,611	\$1.20 on old and 60 cents on first new issue		\$107 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$50	\$60,000 \$6,000 \$54,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909		\$83 1/2 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$5,000	\$27,911	Interim of 3/- for account 1909	6 1/2%	\$101 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$25,000 \$2,500 \$22,500	\$1,471	45 cents for 1909	6%	\$84 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$2,9	\$24 for 1909	1%	\$23 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 300,000 Tls. 1,200,000	Tls. 124,404	Interim of Tls. 3 for account 1909	6 1/2%	Tls. 105 s.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Final of 11.83 for account 1909	8 1/2%	\$22 sellers
COTTON MILLS.								
Raw Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 150,000 Tls. 40,000 Tls. 110,000	Tls. 20,991	Tls. 11 for year ending 31.12.09	8 1/2%	Tls. 144 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	Tls. 40,000 Tls. 30,000 Tls. 10,000	\$5,551	50 cents for year ending 31.7.08		\$64 s. & b.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.08		Tls. 61 sellers
Laos-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 101	none	Tls. 4,839	Tls. 6 for 1909		Tls. 70 sellers
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 21,171	Tls. 25,911	Tls. 5 for 1908		Tls. 509 ex div.
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$1,500	1,048	15% per share for 1908		\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	NIL	60 cents for 1909	10%	\$10 1/2 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,158	50 cents for year ended 28.2.08		\$6 1/2 buyers
Do. special shares	50,000	\$1	\$1	none	\$61,158	50 cents for 1909	8 1/2%	\$8 s. & b.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$125,000 \$12,500 \$112,500	\$1,407	\$1.20 for year ending 31.7.09	8 1/2%	\$18 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$1,891	Interim of 35 cents for account 1909	10%	\$7 ex div.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$5,765	8 cents for year ending 31.12.08	8%	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$670	\$1 and bonus 20 cts. for year ending 29.2.09	6%	\$204 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$5,105	Final of \$3 for 1909	10%	\$160 ex div. s.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$7,615	Final of \$1 making in all \$2 for 1909	8 1/2%	\$31 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$7,790	4th interim of Tls. 12 for 1909	6%	Tls. 1,615 b.
Maatschappij tot Exploitatie van Landbouwgronden in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 147,500 Tls. 61,524	Tls. 316,681	80 cents on fully paid shares and 5 cents on \$1 paid shares for year ending 30.4.09	6%	\$15 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	5,204	None	3%	\$150 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	18,640	None	3%	\$104 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	Final Tls. 5 making Tls. 8 for 1908	4 1/2%	Tls. 350 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 7,000	Tls. 5,250	None		\$25 buyers
South China Mineral Products, Limited	6,000	\$25	\$25	none	Dr. \$31,096	40 cents for year ending 31.5.09	8%	\$5 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$172	60 cents for year ending 31.12.05	5%	\$4 sellers
Union Waterworks Company, Limited	50,000	\$10	\$10	none	\$341	60 cents per ord. share for year ending 31.5.09	5 1/2%	\$3 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$10,000	\$2,613	Final of 30 cents for 1908	5 1/2%	\$6 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$78	Final of 30 cts. making 30 cts. for the year ended 30th June, 1909		\$5
William Powell, Limited	15,000	\$7	\$7	none				

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